PROPOSAL TO PREPARE
DRAFT PROJECT IMPACT REPORT
FOR
THE PAVILION AT PARK SQUARE

HMM Document No. P2680/1070P

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Prepared for:

F.X. MESSINA ENTERPRISES
P.O. Box 9059
Braintree, Massachusetts 02184-9059

Prepared by:

HMM ASSOCIATES, INC.
Environmental Consultants, Planners and Engineers
336 Baker Avenue
Concord, Massachusetts 01742

HMM is well aware of the unique access requirements of this site, given the special consideration to an "English Style" Boylston Street and the possibility of the closure of Providence Street. We are also aware of the BRA's and the Transportation Department's proposals for possible directional changes to Stuart Street. The following outlines our proposed Scope of Work for the Transportation Access Plan. This Scope also incorporates work completed under Section 2.2 (Preliminary Transportation Overview).

Transportation Access Plan: Scope of Work

Task 1: Traffic Management Element

The Traffic Management Element of the Access Plan will focus on an assessment of the following items:

Existing Conditions

HMM will describe existing conditions in the project area including the roadway network, circulation and traffic volumes, pedestrian volumes, parking supply and demand, the public transportation system, and the probable project impacts, as outlined below. The proposed transportation study area is bounded by Boylston Street on the north, Charles Street on the east, Stuart Street on the south, and Arlington Street on the west. In addition, HMM will evaluate on-site circulation, loading activities, and parking associated with the project.

Traffic volume data collected for previous studies will used to the extent possible. To adequately meet the likely requirements of the Boston Transportation Department and the Boston Redevelopment Authority, HMM will complete updated AM and PM peak hour traffic counts at the following intersections:

- Charles Street at Stuart Street;
- Stuart Street at 57 Garage;
- Charles Street at Providence Street;
- Charles Street at Boylston Street;
- Arlington Street at Boylston Street;
- Arlington Street at St. James Avenue; and
- Arlington Street at Stuart Street/Columbus Avenue.

This data will be used to develop and calibrate, as appropriate, AM peak hour, PM peak hour and Average Daily Traffic volume levels for all study area locations. Traffic flow maps will be developed for AM and PM peak hour periods. Summary tables showing average weekday traffic volume levels for all key roadway sections will also be developed. The analysis will include maps and plans at 1:200 foot scale that identify the project and study area and all proposed changes in the street network. The following will also be evaluated:

1) Background traffic growth between 1988 and 1990, attributable to local and regional growth exclusive of the proposed project will be estimated.

2) Project Trip Generation Estimates will be developed, taking into account:

   a) Project-related vehicular trips (daily and peak-hour) and distribution on the road network. For each project use (e.g. residential, office, retail), an analysis will be performed for both work trips and non-work trips. HMM will use our Transportation Impact Planning (TIP) model for this task.

   b) Modal split and vehicle occupancy analysis.

3) Vehicular traffic operations will be analyzed at the key study area intersections. This will include an evaluation of operations under the following roadway conditions:

   a) Existing traffic flow.

   b) "English" style treatment of Boylston Street with Providence Street open.

   c) "English" style treatment of Boylston Street with Providence Street closed.

4) Public transportation impacts will be indentified, including:

a) Location and availability of public transportation facilities.

b) Demand and capacity of system in the study year for each mode (daily and peak-hour).

5) Pedestrian circulation will be evaluated. Tasks will include:

a) Peak area and noon pedestrian flow counts along Charles Street and Providence Street, in the vicinity of the proposed project.

b) Demand and capacity analysis on project area sidewalks along Charles Street (daily and peak hours).

c) Assessment of pedestrian circulation and connections to public transportation stations and stops.

6) On-site circulation will also be evaluated. HMM will identify:

a) Site plan showing proposed entrances, exits, and circulation patterns for pedestrians and vehicles.

b) Location of handicapped access.

c) Taxi drop-off and pick-up areas.

d) Areas of possible pedestrian-vehicle conflict.

e) Proposed curb cuts and/or sidewalk changes.

7) Project loading requirements and impacts will focus on evaluations of:

a) Anticipated delivery volume and schedule.

b) Number, location, and dimensions of docks.

Task 2: Parking Management Element

HMM will describe the parking management plan for this project, including the following:

1) Parking Supply and Demand

   a) Existing study area parking supply.

   b) Proposal's impact on demand for parking among different user groups (demand/supply analysis).

   c) Number of spaces provided, indicating public and private spaces as well as allocation among different project uses (e.g. residential, office, retail).

   d) Impact of displacement of current parking on site.

   e) Evidence of compliance with City of Boston parking freeze requirements.

2) Parking Plan

   a) Site plan showing layout, ramps, vehicle and pedestrian access, location of entrance gate, and size of parking spaces.

   b) A description of the parking plan (e.g. valet, self-park with manned booth, mechanical gate) and queuing capacity.

3) Mitigation Measures

   a) Measures to manage parking demand and optimize use of available parking spaces, including:

      - Proposed rate structures(s)
      - Ride-sharing incentives and information dissemination

- o Reserved spaces for high-occupancy vehicles: number and location
- o Reserved spaces for off-peak parkers (spaces to open at 9:30 or 10:00 a.m.)

b) Measures to encourage mass transportation use, including:

- o Mass transit information dissemination
- o MBTA pass sales and subsidies
- o Direct station links or pedestrian connections

c) Measures to promote ride-sharing, including:

- o Participation in public ride-sharing program
- o Ride-sharing incentives and information dissemination
- o Reserved spaces for high-occupancy vehicles: number and location

d) Measures to reduce peaking, including:

- o Flexible work hours
- o Schedules for service and goods deliveries

Task 3: Monitoring and Reporting Measures

Annual monitoring reports will be required detailing the performance of the project against stated goals and projections of trip generation, modal split, vehicle occupancy and peak hour percentage. Verification will also be required of the execution of mitigation measures described in the Access Plan. The Access Plan will outline commitments to monitor these factors through vehicle counts and employee/resident surveys.

Task 4: Construction Management Plan

The Transportation Department, in cooperation with the Inspectional Services Department, requires a Construction Management Plan for major projects. This plan will develop in detail a plan to minimize the construction impacts of the project.

The construction management plan will focus on:

- Proposed truck routes and schedules
- Anticipated use of public ways
- Pedestrian access and safety
- Storage of materials and equipment
- Number of construction workers and mode of arrival

In addition, the access plan will propose measures to mitigate these construction impacts, such as the following:

- Time and routes of truck movements
- Storage of materials and equipment